

(ESTABLISHED 1881.)

光緒三十三年十二月二十二晚

TUESDAY, JANUARY 17, 1905.

二拜禮

號七十月正英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS

Wm. FARMER, Proprietor.







## Intimation.

**WM. POWELL, LIMITED,**  
ALEXANDRA BUILDINGS,  
Des Vaux Road.

The leading Drapers of  
the Far East.

DRESSMAKING  
AND  
MILLINERY-  
IN ALL THE  
LATEST  
FASHIONS.

All the newest  
Dress Fabrics, Flannels,  
Crepes, etc., on show.

Everything  
for Children's wear.

FURNISHING  
DEPARTMENT:

Houses furnished completely.  
Upholstering done by experienced  
workmen under European super-  
vision on the shortest notice.  
Estimates—free of charge.

GENTLEMEN'S  
OUTFITTING  
ESTABLISH-  
MENT:

28, QUEEN'S ROAD,  
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-  
nel Shirts.

Fine Cashmere Half-hose—embroid-  
ered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight  
Overcoats.

Cheek Flannel, Knitted Woollen  
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots  
and Shoes.

White Buckskin Boots  
with thick red Rubber  
Soles, suitable for  
Cricket, Golf, Tennis,  
Yachting, etc.

New Goods arrive each  
week for all Depart-  
ments.

**Wm. POWELL, Ltd.**  
HONG KONG.

Hongkong, 6th January, 1905.

## Intimations.

**A. S. WATSON & CO., LIMITED.**  
Established 1841.  
AERATED WATER MANUFACTURERS.  
**NOTICE.**  
WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.  
An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to  
**A. S. WATSON & CO., LIMITED,**  
Aerated Water Manufactory,  
Des Vaux Road Central.

**PRICE LIST:**  
\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.  
Per Doz.  
Soda Water ..... \$1.70  
Soda Water in Bombay Bottles ..... 1.80  
Polish Seltzer and B.P. Soda ..... 1.80  
Lemonade ..... 1.80  
Tonic Water ..... 1.80  
Lithia Water ..... 1.95  
Ginger Ale ..... 1.95  
Lemon Squash ..... 1.95  
Raspberryade ..... 1.95  
Stone Ginger Beer ..... 1.95  
Hongkong, 28th December, 1904. [139]

**THE VICTORIA DISPENSARY.**  
**NOTICE.**  
WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.  
An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to  
**THE VICTORIA DISPENSARY.**  
**PRICE LIST:**  
\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.  
Per Doz.  
Soda Water ..... \$1.70  
Soda Water in Bombay Bottles ..... 1.80  
Polish Seltzer and B.P. Soda ..... 1.80  
Lemonade ..... 1.80  
Tonic Water ..... 1.80  
Lithia Water ..... 1.95  
Ginger Ale ..... 1.95  
Lemon Squash ..... 1.95  
Raspberryade ..... 1.95  
Stone Ginger Beer ..... 1.95  
Hongkong, 28th December, 1904. [139]

**WATKINS, LIMITED.**  
**NOTICE.**  
WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.  
An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to  
**WATKINS, LIMITED.**  
**PRICE LIST:**  
\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.  
Per Doz.  
Soda Water ..... \$1.70  
Soda Water in Bombay Bottles ..... 1.80  
Polish Seltzer and B.P. Soda ..... 1.80  
Lemonade ..... 1.80  
Tonic Water ..... 1.80  
Lithia Water ..... 1.95  
Ginger Ale ..... 1.95  
Lemon Squash ..... 1.95  
Raspberryade ..... 1.95  
Stone Ginger Beer ..... 1.95  
Hongkong, 28th December, 1904. [139]

**THE WEST POINT BUILDING COM-  
PANY, LIMITED.**  
**NOTICE** is hereby given that the SEVEN-  
TEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the Company's Office, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 11.45 o'clock A.M. for the purpose of  
receiving the Report of the Directors together  
with Statement of Accounts for the year ending  
31st December, 1904.

The REGISTER of SHARES of the  
Company will be CLOSED on SATURDAY,  
the 21st January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.  
By Order of the Court of Directors,  
**A. SHELTON HOOPER,**  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.  
General Agents for the West Point Build-  
ing Co., Ltd.  
Hongkong, 10th January, 1905. [120]

**THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.**

**NOTICE** is hereby given that the SEVEN-  
TEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the Company's Office, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 12 o'clock Noon, for the purpose of re-  
ceiving the Report of the Directors together  
with Statement of Accounts for the year ending  
31st December, 1904.

The REGISTER of SHARES of the  
Company will be CLOSED on SATURDAY,  
the 21st January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.  
Hongkong, 10th January, 1905. [121]

**THE KOWLOON LAND AND BUILDING  
COMPANY, LIMITED.**

**NOTICE** is hereby given that the SIX-  
TEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the Company's Office, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 2.30 P.M. for the purpose of re-  
ceiving the Report of the Directors together with  
Statement of Accounts for the year ending 31st  
December, 1904.

The REGISTER of SHARES of the  
Company will be CLOSED on TUESDAY,  
the 24th January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.  
General Agents for the Kowloon Land  
and Building Co., Ltd.  
Hongkong, 13th January, 1905. [122]

## THE PRICE OF SUGAR.

(“THE TIMES” DECEMBER 9.)

We have lately devoted a large portion of our  
pace to a discussion upon the price of sugar.  
The confectioners are indignant because the  
price of their raw material has risen, and they  
choose to ascribe the rise entirely to the opera-  
tion of the sugar Convention. The mineral  
water manufacturers have now come into the  
field and are taking the same view.  
The complaining traders say that they always  
predicted melancholy consequences from the  
Brussels Convention. So they did. Some of  
them expressed their apprehensions at length  
in our columns when negotiations were going  
on. But that only lends force to the pertinent  
observations of our correspondent “H. S. P.”  
If the confectioners knew that sugar would rise  
under the Convention, why did they not cover  
themselves by prudent buying and forward  
contracts when sugar was cheap? It was quite  
cheap until March of this year—that is to say,  
it could be obtained in large quantities rather  
under the average European cost of production.  
If they did not buy, what are we to infer?  
Surely that they did not, upon better considera-  
tion, believe in their own predictions, and  
thought it wiser to buy from hand to mouth.

If that was their conclusion—and any other  
would reflect gravely upon their business  
capacity—they would have been justified by  
events, had events followed their normal course.  
Unhappily, they did not. Unusual drought  
afflicted the beet crop so seriously that, though  
about the same acreage was sown, the produce  
is estimated to fall short by close upon a mil-  
lion tons. That wipes out the carry-over  
reserve; here is a shortage in the supply; and  
price has risen accordingly. Mr. Martineau  
gives detailed figures in the letter we print to-  
day, and they expand and corroborate what  
was so ably urged in the letter from TATE and  
SONS which appeared in our columns on  
Saturday. The rise in sugar would have  
occurred had the Convention never been heard  
of, and in the opinion of Mr. Martineau and  
of Tate and Sons, who know quite as much  
about the matter as the confectioners, the price  
would have been higher than it is had the  
hothouse system remained in force, because the  
Carrels would have had us at their mercy.  
They would have been all the more eager to  
use their power, because, as Mr. Martineau's  
figures show, they were not long ago obliged  
to sell sugar at two-thirds of its cost price, and  
even then had to carry over a stock of two  
million tons. As it is, the shortage in the beet  
supply is partially met by an increase of 400,000  
tons in the cane supply, most of which is due  
to the abolition of bounties. It is not by any  
means certain that the present price can be  
maintained; but, even if it be proved legiti-  
mately due to short supply and not in part to  
speculation, the confectioners must average  
dear with cheap years. Just as they had to  
average equally great fluctuations under the  
bounty system. Their outcry only shows the  
wisdom of the Government in setting its face  
against industrial protection, as opposed to the  
beating down of artificial legislative obstacles to  
our trade. It is always protected trades that  
make the greatest outcry. The confectioners  
have been enjoying protection, which gave  
them sugar under cost of production, and we  
see what a noise they make when natural  
conditions regain free scope. Other trades even  
more important than theirs are suffering  
because natural conditions are prevented to  
their injury, but we do not find that Mr.  
Lough and other doughy champions of the  
confectioners are willing to give these trades  
any consideration.

In any case, it is not rather absurd to declaim  
against the Convention as if it were a thing  
that the Government of this country were solely  
responsible for? It is an international arrange-  
ment which could never have come about had  
not the Governments of sugar-producing coun-  
tries been anxious to get rid of the bounties.  
Given that desire on their part, we may be sure  
that they would have found means to gain their  
object. Mr. George Matheson partially re-  
cognizes this, for he says that, if only the boun-  
ties had been extinguished one by one he would  
not have complained. Surely he must be  
aware that they could never have been aboli-  
shed one by one, any more than nations could  
be abolished one by one. The thing had to be  
done by common consent, or not at all. For this  
country and for this Empire the Sugar Con-  
vention is an excellent thing, although it can-  
not counteract the effects of wind and weather  
upon the sugar crop. The country will  
shortly have sugar prices upon a much more  
stable basis than was possible under bounties  
and Carrels. There is not the least reason to  
doubt the prediction of experts that for ten  
years following the Convention the price of  
sugar will, on the average, be at least as low as  
for the ten years preceding it. Our Colonies  
reap an immediate benefit, and confer one upon  
us. But for increased cane production present  
prices would be higher than they are, and as  
the area of production widens we become more  
and more independent, alike of weather and of  
the action of gigantic Continental trusts.

THE DECADE OF THE  
PEN.

The paragraph in the papers, that the Govern-  
ment of India have required their correspond-  
ents to affix their name and condition in  
“plain, round hand” is a rebuke to the cause  
for illegibility. Of course, hand-writing, as one  
of the accomplishments of polite education,  
went out a long while since; but the decadence  
of the pen has been most marked in these later  
years, until, indeed, the people have come to  
take a pride in illegibility. The story is told  
of Macready giving a ticket to a friend who, in  
error, handed it to a chemist for a prescription.  
The chemist solemnly made up the mixture,  
“to be taken in water directly after meals.” It  
is one of the afflictions incident to greatness  
that they shall enshrine their wisdom in pen-  
manship which only experts in hieroglyphics,  
like printer-men or post office officials, can  
read. No person is reckoned really great until  
his handwriting has become undecipherable.  
This law for the authorisation of learned illegi-  
bility is at least as old as Shakespeare's  
Hamlet, in well-remembered lines, says—  
“I once did hold it, as our statists do,  
A business to write fair.”

Shakespeare at least followed the Dane's exam-  
ple, and “wrote it fair” it is one and not the  
least of the Baconian theories that it was im-  
possible for Shakespeare, having regard to the  
nicety of his affection in calligraphy, to have  
written, as in a short six weeks the  
play of the “Merry Wives of Windsor.” One  
critic asserts boldly he could not have written  
it in six years, but then he does not condescend  
to explain whether he means that Shake-  
speare was incapable of the effort, or whether  
his handwriting was too florid for the accom-  
plishment of the merely mechanical part. It  
may not be altogether obvious if we institute a

comparison. It has never been pretended that  
Scott wrote a hand more than ordinarily  
“scholarly”; in his “Memoirs of Sir Walter  
Scott,” Mr. Lockhart produces a letter written  
by the author of “Waverley” to his friend,  
“H. S. Morris,” of Roxbury, accounting for his  
“lastness” by saying that he wrote the last  
“volumes of the first of the remarkable  
series of novels in ‘three weeks.’ And Mr.  
Lockhart further enhances one's sense of the  
Marvellous in an agreeably told story of young  
Menzies (afterwards Judge at the Cape of  
Good Hope) and the unsettling apparition of  
the hand which, like the writing on Belshazzar's  
Wall, disturbed and fascinated him. “It  
never stops—page after page is finished and  
undone on that heap of MSS., and still it  
goes on unwearied—and so it will be till can-  
dles are brought in, and God knows how long  
after that. It is the same every night—I can-  
stand a sight of it when I am not at my books.”  
This was the hand, said Scott's son-in-law,  
that, in the “evenings” of three summer weeks,  
wrote the last two volumes of “Waverley.”

We have to go back to Shakespeare's time,  
and before, for mere excellence in handwriting.  
The wonderful examples of the old writing  
masters most perfectly demonstrate the power  
of the pen in skillful hands, and point out to us  
the gravity and enormity of our descent. It is  
a revelation, no one for generations having  
attained to more than the barely legible, to turn  
over old MSS. and see the charm of form and  
ingenuity of design which belonged to the  
characters of our forefathers. The examples  
of the ordinary mercantile handwriting of 1550,  
as demonstrated in the specimens of the self-  
satisfied Johannes Palatinus, show a marvel-  
lous precision in character combined with a  
graceful fancy in execution, of a style now only  
pretentiously preserved in presentation scrolls;  
it must have been a pleasure to receive a busi-  
ness letter in the other days. This elaborate-  
ness of detail in penmanship came from Italy,  
of course, as did the other arts: The European  
nations, however, quickly required the mystic  
art of “painting” speech and speaking to the  
eyes, and it became fairly universal. Peter  
Bates and Edward Cocker (writing master as  
well as arithmetician) in England, Van den  
Steele, of Ghent, and Morante, a Spanish  
teacher, have left marvellous specimens of  
graceful script, embellished with fanciful free-  
hand themes of great freedom and fancy. The  
calling of the writing master was one of honour,  
his work taking the form of a fine art. It was  
also one of some dignity; in France a secretary  
was included in the Royal entourage. The  
invention of the art of printing naturally dis-  
turbed the profession of penman, though the  
popular admiration for those able to write  
persevered down to comparatively recent  
times, until a liking for illegibility has unac-  
countably become epidemic over these islands.

It has been alleged that as the invention of  
printing destroyed the profession of writing  
master, rendering unnecessary the choice deco-  
rative work of the old artists, so the introduction  
of the typewriter has destroyed the necessity for  
even legible penmanship in modern days, no  
one, for a century or more, having pretended to  
more than mere handwriting. The stricture is  
only true in part; indeed it is the vogue of  
illegibility that the invention of the typewriter  
is due, though, with a perversity which is very  
human, writers with a “flat” like Montaigne's,  
which nobody, not even himself could read,  
persevere in a self-righteous objection to all  
mechanical assistance. Masters of illegibility  
were plentiful enough before the era of the  
typewriter. Byron and Balzac, Stanley and  
Sydney Smith (to indulge a trifle in alliteration)  
were well-known scribes, though Sydney Smith  
had his laugh against Jeffries, declaring that  
he had read his letters from left to right and  
his wife from right to left, but neither could  
make out a syllable. Great writers have in-  
variably been bad writers. Hugo's MSS., we  
are told, presented a sort of battlefield on paper,  
in which the “killed” words were well stamped  
out and the new recruits pushed forward in  
anything but good order. Dickens' micro-  
scopic characters in blue ink on blue paper ap-  
peared printer, and Carlyle's was a positive  
destruction. In this connection the name of  
Horace Greeley has to be mentioned with a  
chastened respect. He wrote to some American  
presmen: “With a weight of years, I  
feel obliged to decline any invitation which  
takes me more than a day's journey from him.”  
And this is all they could make of it; “If cells  
are blighted dig them early; any insinuation  
that brick ovens are dangerous to harm gives  
me the horrors.”

It is difficult properly to account for this  
national defect in handwriting. Paradoxically,  
it is due to want of knowledge and to its  
excess. For years, writing has held a subordi-  
nate place in our system of education. One of  
His Majesty's Inspectors of Schools laments  
that the old method of sitting at the desk, once  
considered essential to good writing, has been  
greatly modified, and habits which in an old  
writing master would have earned slouching,  
careless, and unsatisfactory to the last degree  
are tolerated, and even encouraged. The result  
is that nobody can write. Contrarily, those  
acquiring a degree of proficiency enable them  
to put their thoughts on paper as such facility  
in the art that it is fatal to all illegibility.  
The requirements of a life grown feverish and  
intense stipulate for a handwriting which shall  
simultaneously possess the merits of rapidity  
and legibility, merits impossible in combination.  
Rapidly being the first law, the second has been  
mercilessly sacrificed. The decadence of the  
pen has reached that horrible stage at which  
it may be imagined it is impossible to descend  
lower. But we are confidently told there is a  
deeper depth to come in the final extinction of  
the use of the implement altogether, the pen to  
be handed down to future generations merely  
as a curio, and to be regarded by them with  
wonder as an instrument with which the ancients  
performed peculiar feats. Alas!

## COMMERCIAL.

**TO-DAY'S EXCHANGE.**  
**Selling.**  
London—Bank T.T. .... 11 1/2  
Do. demand ..... 11 9/10  
Do. 4 months' sight ..... 11 1/2  
France—Bank T.T. .... 2 1/2  
America—Bank T.T. .... 2 1/2  
Germany—Bank T.T. .... 2 1/2  
India T.T. .... 146  
Do. demand ..... 146  
Shanghai—Bank T.T. .... 7 1/2  
Japan—Bank T.T. .... 95 1/2  
Java—Bank T.T. .... 117 1/2  
**Buying.**  
4 months' sight L/C. .... 11 1/2  
6 months' sight L/C. .... 11 1/2  
30 days' sight San Francisco & New York 48 1/2  
4 months' sight do. .... 49 1/2  
30 days' sight Sydney and Melbourne ..... 2 1/2  
4 months' sight France ..... 2 1/2  
6 months' sight do. .... 2 1/2  
4 months' sight Germany ..... 2 1/2  
Bar Silver ..... 27 1/2  
Bank of England 10 1/2  
**OPUM QUOTATIONS.**  
To-day's quotations are as follows:—  
Malwa New ..... @ 1,070  
Old ..... @ 1,150  
Patna New ..... @ 1,120/1,260  
Old ..... @ 1,150  
Benares New ..... @ 1,085  
Persian (Paper) ..... @ 710/900

## Intimations.

**WHAT IT WILL DO.**

A woman buys a sewing machine for what it  
will do; not as an article of furniture. A man  
carries a watch to tell him the time; not as an  
investment of surplus capital. The same  
principle when one is ill. “We want the medi-  
cine or the treatment which will relieve and  
cure. The friend in need must be a friend  
indeed—something, or somebody, with a  
reputation, with a good record, with a history  
that justifies our confidence.” There should be  
no guesswork in treating disease. People have  
the right to know what a medicine is, and what  
it will do, before they take it. It must have  
behind it an open record of benefit to others  
for the same diseases—a series of cures that  
proves its merit and inspires confidence. It  
is because it has such a record that

## WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt.  
Its Good Name is the solid basis for the faith  
the people have in it; and a good name has to  
be earned by good deeds. For the purposes  
for which it is commended it is honest, true and  
practical. It does what you have a right to  
expect it to do. It is palatable as honey and  
contains all the nutritive and curative properties  
of Pure Cod Liver Oil, combined with the  
Compound Syrup of Hypophosphites and the  
Extracts of Malt and Wild Cherry. In Scrofula,  
Anemia, Nervous and General Debility, In-  
fluenza, Blood Impurities and Wasting Com-  
plaints, it is to be thoroughly relied upon. Dr.  
J. L. Carrick says: “I have had remarkable  
success with it in the treatment of Consumption,  
Chronic Bronchitis, Catarrh and Scrofulous  
Affections. It is of special value in nervous  
prostration and depraved nutrition; it stimulates  
the appetite and the digestion, promotes  
assimilation, and enters directly into the  
circulation with the food. I consider it a mar-  
velous success in medicine.” Every dose  
effective. “You cannot be disappointed in it.”  
Sold by chemists.

CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LIMITED.

**THE EIGHTH ORDINARY ANNUAL  
MEETING OF SHAREHOLDERS** in the  
Company will be held at the Offices of the  
Company, St. George's Building, No. 6,  
Connaught Road, TO-MORROW, the 18th  
January, 1905, at 11 A.M. for the purpose of  
receiving a Statement of Accounts and the Re-  
port of the General Managers for the year end-  
ing 31st December, 1904, declaring a Dividend  
and electing a Consulting Committee and  
Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED on SATURDAY, the  
14th January, until WEDNESDAY, the 18th  
January, 1905, both days inclusive.  
**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 17th January, 1905. [118]

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that on  
and after this date interest at the rate  
of 8% per annum will be charged on all Calls  
in respect of SHARES NOT FULLY PAID UP  
from the day appointed for Payment of such  
Calls, namely 3rd January, 1905.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 11th January, 1905. [122]

IN THE SUPREME COURT OF  
HONGKONG.

**IN THE MATTER OF THE ESTATE OF  
HENRY RAWCLIFFE, LATE OF  
VICTORIA, IN THE COLONY OF  
HONGKONG, MASTER OF DREDGER  
“ST. ENOCH,” NAVAL YARD EX-  
TENSION, Deceased.**

**NOTICE** is hereby given that the Court has,  
by virtue of Section 58 of Ordinance  
No. 2 of 1897, made an Order limiting to  
the 12th day of February, 1905, for sending in  
Claims against the above Estate.  
All Creditors are hereby required to send  
their Claims to the Undersigned before the  
said date.

Dated this 12th day of November, 1904,  
**ARATHOON SETH,**  
Official Administrator.

**YOU  
WANT A SEWING MACHINE  
WE WANT YOUR ORDER.**  
**SINGER MANUFACTURING CO.,**  
1, WYNDHAM STREET.

Cash or terms for all grades of “SINGERS.”  
Hongkong, 6th January, 1905. [48]

## IMPORTANT NOTICE.

**MR. RUTONJEE** begs to announce to  
his numerous customers that his  
Bakery in Kowloon being burnt down, he has  
hired another in a healthy part of the town,  
where BREAD will be baked and prepared  
under his usual personal supervision and thus  
ensuring, to his numerous patrons, the custom-  
ary supply of the same wholesome Bread  
made of the finest flour and materials, that he  
has all throughout supplied.

Customers are kindly requested to send their  
orders as usual.  
**H. RUTONJEE,**  
No. 5, D'Agular Street, Hongkong.  
No. 37, Rigin Street, Kowloon.  
Hongkong, 4th January, 1905. [58]

## NOTICE.

**THE Public** are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

**THE MANAGER,**  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 30th September, 1905.

## Intimation.

**YOU WANT  
PROVISIONS  
AND  
WINES  
IN  
1905.**

**GET YOUR SUPPLIES**

FROM

**R. Perez & Co.**

(SUCCESSORS TO

**A. CHAZALON & Co.**

AND

**G. GIRAULT)**

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and  
Provisions,

French Bakers,  
Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]

**THE WINE GROWERS  
SUPPLY CO.**



**HARRETTO & Co.,**  
General Agents, Hongkong.

**PORT WINE.**

Direct shipment from the

COMPANHIA AGRICOLA E COMMERCIAL DOS

VINHOS DO PORTO,

(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

**THE WINE GROWERS SUPPLY CO.**

Dry No.	Selected Old Port	Per Case of 12 Dozen
Quinta do Porto	35.00	35.00
Dry No. 3	30.00	30.00
Quinta da Granja	25.00	25.00
Tawny, 1887, Vintage	15.00	15.00
Tawny, (White Label)	14.00	14.00
Medium Tawny, (Brown Label)	13.00	13.00
White Tawny, (White Label)	12.00	12.00
Full Wine, (Brown Label)	11.00	11.00
White Tawny, (Brown Label)	10.50	10.50
Light Tawny, (Brown Label)	10.00	10.00

**FRENCH CLARETS,**

St. George	Per Case	Per Case
Cru-Wynbron	4.50	5.50
Cotes	5.00	6.00
Montferand	5.50	6.50</



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT  
MERCHANTS.

ESTABLISHED  
1841.

ALEXANDRA BUILDINGS.

## EXTRACT:

"I HAVE TAKEN PLEASURE  
IN PRESENTING YOUR BRAND  
(WATSON'S CELEBRATED E.  
BLEND) AS THE FINEST  
SCOTCH WHISKY I COULD  
PROCURE."

**A. S. WATSON & Co.,**  
LIMITED,  
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

A MAN WHO HAS

A BUSINESS

AND DOES NOT

ADVERTISE IT, IS LIKE

A MAN WHO WINKS

AT

A PRETTY GIRL IN THE DARK:

HE KNOWS WHAT

HE IS DOING,

BUT NOBODY ELSE DOES!!

As we do not wish to find our  
selves in the same predicament, may  
we ask you to read carefully our  
advertisements?

You will know what we are

doing!

**GREGOR & Co.,**

WINE AND SPIRIT MERCHANTS,

34, QUEEN'S ROAD,

First Floor,

(Opposite Post Office).

Hongkong, 14th December, 1904.

## NOTICE

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

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five cents.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, JANUARY 17, 1905.

MERCHANT MARINE AND  
MARKETS.

Some few months ago we drew attention  
to an important commission appointed in  
America to investigate the conditions handi-  
capping the shipping interests of that  
country in competition with other nations  
of the world. It was shown that for  
several years past there has been ample  
evidence throughout the United States  
of a well-nigh universal desire on the  
part of the American people for a mer-  
chant marine of sufficient magnitude to  
correspond with the ever-increasing volume  
of their over-sea commerce. The question  
has repeatedly been brought to the notice  
of Congress, but so far they have not  
deemed it expedient to encourage the  
service by going to their rescue with  
appropriate legislation. The growing im-  
portance of the Orient as a field for  
the export trade of most countries is no new  
subject of comment, and the desire on the  
part of America to solve the long-standing  
problem of the decadence of her merchant  
marine, seems in part to be due to national  
pride, which has been hurt by the frequent  
reports from their Consuls of the increasing  
rarity of their flag in these parts. President  
Roosevelt, in again bringing the subject to  
the notice of Congress last month, said  
he recognised that the importance of secur-  
ing proper information and data with a  
view to the enlargement of American trade  
with Asia was undiminished, and stated that  
their Consular representatives in China have  
strongly urged a place for permanent display  
of the U.S. products in some prominent trade  
centre of that empire, under Government  
control and management, as an effective  
means of advancing their export trade therein.  
It is premature at present to forecast what  
the views of Congress will be, but should  
the members decide upon framing legisla-  
tion there is not room for much doubt  
that the question of subsidy will be included  
in the drafting of the Bill. They will have  
to choose between the various methods of  
raising and distributing any compensation  
proposals are as follows: The payment of  
bounties of certain rates per ton on all  
ocean-going vessels constructed in the  
U.S. and of certain rates per mile of  
voyage for all vessels under American  
registry plying to or from foreign ports;  
subsidies on mail steamships or mail con-  
tracts sufficiently liberal in terms to amount  
to a subsidy; or, thirdly, discriminating  
tonnage dues on foreign built and foreign  
owned vessels entering American ports. The  
Commission cannot have experienced much  
trouble in securing definite information on  
the subject as it should not have proved a  
difficult task to secure a mass of testimony  
regarding the precise difference between the  
cost of construction of ocean-going mer-  
chant steamers and sailing vessels in Ameri-  
can and foreign shipyards. With this be-  
fore Congress there will be a sufficiently sure  
foundation upon which to construct a Bill  
for the permanent revival of ocean ship  
building in the U.S. and the return of  
American merchant men to the high seas.  
When this is brought about competition in  
these parts may be keener than is the case  
at present; but our hold upon the Orient is  
of such long standing that it is doubtful if it  
can be loosened to any material extent by  
the enterprise of the American merchant  
marine.

## LOCAL AND GENERAL.

The formation of the submarine flotillas has  
been gazetted in Tokio.

The Yokohama Specie Bank, Ltd., has now  
opened a branch at Liaoyang.

GENERAL Nogi has been appointed titular  
Guardian of the Imperial grandsons.

RUSSIANS suffering from infectious diseases  
will be detained at Port Arthur for the present.

THE Tsar has changed his mind about going  
to the front, which indicates that the baby has  
quieted down.—Ex.

It is reported that the Japanese Government is  
about to float another domestic loan of one  
hundred million yen.

THE Tsarina has sent 53 packages of books and  
cigarettes to the Russian prisoners in Japan,  
which have been duly distributed by the  
Japanese authorities.

HERR Friedenthal is proceeding from Shang-  
hai to Peking on a brief visit, and hopes to be  
in Hongkong at the beginning of February.

ON the third page is reproduced a leading  
article from the London Times of the 6th inst.  
on the subject of the price of sugar and the  
effect of the Brussels Convention. It should be  
of interest to a wide circle of local readers.

THE Rev. Father Jose Algue, director of the  
Manila Observatory, is in receipt of two grand  
prizes, five gold medals, a silver medal and a  
bronze medal for various exhibits made at the  
exposition of St. Louis.

COL. SERGT. BULLOCK will lecture on Mus-  
ketry at the City Hall at 5.15 p.m. to-morrow.  
The meeting is being held under the auspices  
of the Hongkong Volunteer Reserve Associa-  
tion, and all members are requested to attend.

MESSRS. Caldbeck, Macgregor & Co., as gen-  
eral managers for the Aquarius Co., have issued  
an artistic calendar printed in colours. Messrs.  
Melchers & Co., agents for the Royal Life As-  
surance Co., have also sent out their calendars.

MR. Harold C. Austen, the late popular sec-  
retary of the Victoria Recreation Club, leaves by  
the s.s. *Roon*, on an extended trip on behalf of  
his firm, Messrs. Gibb Livingston and Com-  
pany to South Africa and Australia. He ex-  
pects to be away about six months.

THE *British Weekly* has reason to believe that  
a Unionist Free Trade daily paper will be  
commenced in London this year. The matter  
has been under the consideration of great  
capitalists who are able to ensure the future of  
such a journal so far as money can ensure it.

THE girl, Ah Mui, aged thirteen years, who  
jumped over the verandah of a house in Yau-  
mat where she was being detained against her  
will, by a man and woman who had brought  
her from the New Territory for unlawful pur-  
poses, died in the Government Civil Hospital  
last night.

AN attempt will soon be made to remove the  
body of Pope Leo XIII from its present tomb  
in St. Peter's to St. John's in the Lateran, its  
final resting place, as the time for the ceremony  
is already long overdue. The procession will  
be guarded by a heavily armed body of troops  
with fixed bayonets to avoid rioting and blood-  
shed by the revolutionary element.

THE "South China Directory and Blotter" for  
the current year has been issued and a copy  
sent to our offices. It is an improvement on  
the one issued last year. The directory includes  
Hongkong, Canton, Swatow and Ymoy, besides  
a ladies' list and an alphabetical list of foreign  
residents in these parts. This is attached to  
the left hand side of the blotter, while on the  
right is a perforated daily memo-book. Copies  
of this useful office combination may be obtained  
for \$3 from the S. C. Morning Post.

THE destruction of the Russian fleet at Port  
Arthur and the reduction of marine insurance  
are resulting in an increased demand for  
Washington flour from the Orient. Several  
large orders that were held in abeyance while  
awaiting safe transportation facilities have been  
placed with Puget Sound millers. Oriental  
cargoes for the next two months will be largely  
composed of flour destined for Chinese and  
Japanese ports. Flour manufacturers also  
report that the demand from South American  
countries is better now than for years past.  
Shipments to Japan have been less for several  
months past than formerly. This indicates  
that Japan laid in a large stock during the early  
part of the war, when it was yet uncertain  
whether her vessels could continue crossing the  
Pacific.

MRS. S. W. Webb, of Killadoon, Wanchai,  
this morning prosecuted her house-boy for  
refusing orders, and leaving her service with-  
out giving a month's notice. The accused  
stated that he wrote in the "servant's book" "a  
month's notice." Prosecutrix said he had no  
right to write anything in that book, and she  
did not take that as a notice. Mr. Hazeldan  
said that if he did write that in the "servant's  
book" it was a month's notice. Prosecutrix had  
not the book, which was only for the servants  
to sign receipt of their wages in, in Court, and  
his Worship set back the case till 2.15 p.m. for  
its production. Upon resuming this afternoon  
the book was produced, and something was  
written against the defendants' name in  
Chinese which the Court translator interpreted  
as "I give a month's notice." Prosecutrix said  
when the boy wrote in the book she asked him  
what he had written, and he said "that is my  
name." He said nothing about leaving, and as  
prosecutrix could not read Chinese she thought  
it was his signature for his wages. The boy  
was fined \$5.

## THE WEATHER.

The following report is from Mr. J. I. Plum-  
mer, Chief Assistant of the Hongkong Obser-  
vatory:—

On the 17th at 11.55 a.m. The barometer  
has risen in the Philippines and over some  
portion of the Pacific and has fallen throughout  
China and in northern Japan.

Gradients are very slight upon all coasts and  
the monsoon is for the present entirely inter-  
rupted. Light variable winds may be expected  
in the Formosa Channel and in the northern  
part of the China Sea.

Forecast:—Light E. winds, cloudy, fair.

## THE A. D. C.

## "JANE."

## SYNOPSIS OF THE PLAY.

"Jane" which is being played on Saturday  
for the first time here, is described as a farce  
by the authors, Harry Nicholls and W. Lestock,  
and nobody who has seen the piece or read  
the "book" is likely to disagree with that  
broad description. There are many piquant  
situations, which in the hands of less skillful  
writers might degenerate into something more  
pronounced than mere farce, and occasionally  
there is a suspicion of French origin about  
"Jane," but there is nothing in the play as it  
stands to affect the most susceptible sensibili-  
ties. It is full of pure unadulterated fun, and  
it is less clever than some of the comedies  
staged by Pinero or Grundy it should at least  
pass a delightful hour or two, and give the  
weary workers of Hongkong a "change of  
air" after the business of the day. "Jane"  
was first seen at the Comedy Theatre, London,  
in December, 1890, and it enjoyed a consid-  
erable run.

The scene opens in the bachelor quar-  
ters of a young scape-grace, who has al-  
most reached the length of his re-  
tirement. Charlie Shackleton is neither a vil-  
lain nor a hero, in which respect he is like  
the majority of people. To his servants, the  
suspicious William and the impudent little  
rascal Claude, he is merely the "Master," and  
as funds have been low with him lately, and he  
has neglected to pay their wages he is an  
object of considerable concern to them.  
When the first act opens, William and  
Claude are having a passage-at-arms, in  
which the sharper tongue of Claude seems  
to win the wordy war. But, "be still brave  
heart," is the motto of William to-day, for he  
has married the housemaid Jane, on the sly.  
As Claude pretends to think there is some-  
thing going on *sub rosa* and expresses his firm  
determination to find it out, the possibilities  
begin to be apparent.

When Shackleton enters, he finds his usual  
sheaf of dunning letters waiting for him, but  
amongst them there is one which is still more  
serious. It is a letter from Mr. Kershaw, who  
holds the power of stopping his allowance  
should he fail to comply with the terms of his  
late aunt's will. Those aunts which we meet  
in farces seem to be specially born for the pur-  
pose of harassing distressed nephews. Shack-  
leton's aunt, when she died, left a will saying  
that if her nephew settled down and married  
he should get £1,000 a year for five years, and  
if he continued "good" the principal should be  
his. If he didn't why then he should lose  
everything.

Now Shackleton was "hard up"—quite a  
common condition in these days—so he decided  
to play a little trick on the worthy gen-  
tleman (Mr. Kershaw) who was appointed  
trustee of his aunt's money. Three years  
earlier he had informed Mr. Kershaw that  
he had married, had settled down a respec-  
table and respected Benedict, and was  
on the high road to earn that principal which  
had been left by the deceased lady. Mr.  
Kershaw had swallowed all this, and had never  
come to see Shackleton, but now new bills  
were pouring in and the easy-going Kershaw  
had been led to believe Shackleton had married  
a lady who knew how to make the money  
fly, with the result that debts abounded. All  
would have gone well had Kershaw remained at  
home, but he now writes to say that he intends  
coming to town to visit his ward Shackleton,  
and speak a word of his mind to that visionary  
personage, Mrs. Shackleton.

What is to be done? A wife must be found  
immediately. William is called in, but his  
advice is worse than useless. "Would anyone  
believe," cries Shackleton, "that in a civilised  
country a man can be driven to destruction  
for a little thing like that?" A wife who will  
be a wife for 24 hours in name only is urgently  
needed.

Now, Shackleton has been engrossing the  
mind of a certain young lady named Miss  
Lucy Norton; who has a dragon of an aunt,  
Mrs. Chadwick. When they come on the  
stage Shackleton is in agony about the  
wife who doesn't exist, and a very funny  
scene occurs, when he alternately pleads and  
demands that one of these ladies should be his  
wife for a day. Lucy is horrified, but Mrs.  
Chadwick thinks it over and comes to the  
conclusion that there is no reason why she  
should not embrace marital relations once  
more, and why not Charlie? If she could  
only render him a service, the thing is done!

Fortune has other designs, however; for  
when Shackleton again sees his chambers he  
finds "my pretty Jane" there busily dusting.  
Jane's great aim is to get her arrears of pay,  
and with her rightful husband William, start  
what is called a milk-walk. In other words, to  
open a dairy and sell what is usually called  
milk. Shackleton, however, puts the question  
plump and plain, about being his wife for 24  
hours, and as he promises her £100 reward,  
Jane promptly closes the bargain. There is a  
good deal of humour when Shackleton wants  
to make love to his *not-distant* wife, in pre-  
paration for Kershaw's visit, but at length  
that part of the business is settled to the satis-  
faction of all except William, who is left in  
sublime ignorance of the compact.

Meanwhile Mrs. Chadwick has been hatching  
her little plot to represent herself as Shack-  
leton's wife, and actually happens to be in the  
house when Mr. Kershaw arrives. Kershaw is  
dismayed to find that his ward's wife has seen  
her best days and says so. He could under-  
stand a young and comely wife being extrava-  
gant but, as she appears—! Fancy then the  
contrast when Shackleton comes with the  
pretty Jane and announces that she is his one  
and only love and that all others are imposters,  
and William's feeling when he listens and sees  
Jane smilingly admit the story.

In the second act, we find Kershaw, Jane and  
Shackleton at lunch, with William, in a blind  
maro of thought serving the company, and  
Claude playing tricks behind. Jane gains the  
good graces of Kershaw and begins to turn

him round by her little finger, while her tale and  
appearance have the effect of arousing the  
wonder of William, her lawful husband.  
Kershaw asks questions and presently says he  
would like to see the child. What child? Here  
is a poser for Jane who has not been prop-  
erly coached by the inimitable Shackleton;  
but Jane is not one to stick at a trifle like that  
and she glibly tells how the child is out at  
present, but will soon return. At the same  
time Jane has an eye to business and she re-  
marks to Shackleton that the reward must now  
be £200, which of course is duly promised.  
Money is no object on the stage. Well, a baby,  
is obtained from a virago named Mrs. Pixton  
and William is further horrified.

But Mrs. Chadwick has not disappeared.  
She comes back again with Lucy, and we have  
the comical scene of William posing as Mrs.  
Chadwick's husband with Lucy as his niece.  
It is a general mix-up with everybody except  
the keen-witted Jane and the ready-tongued  
Charlie in a muddle. The second act ends with  
Jane bringing in the baby, while William goes  
into convulsions.

Matters reach a climax in the third act.  
Kershaw, the innocent, has been successfully  
wheedled by the astute Jane, who is dressed in  
silks and satins and looks the lady instead of  
the housemaid. And Kershaw says he will pay  
up the debts of the Shackletons. He is like a  
genial soul is Kershaw, and indeed he fre-  
quently looks fit for a passing flirtation with  
Jane who, to tell the truth, seems nothing loth.  
The baby, of course, is a barrier and Kershaw  
when he comes to look at it shows that he  
knows a little after all. It seems young for its  
age, he remarks. Shackleton jumps into the  
brach with both feet. This is not the eldest  
baby; it is the other one! The elder is at  
school, winning prizes galore—at the age of  
two. Kershaw is flabbergasted; Jane is little  
better. "Have I to produce another baby?"  
she asks in a whisper; Shackleton, the re-  
deemable, tells her that there will be no need  
for that.

But Mrs. Pixton, the real owner of the baby  
produced, now comes on and wants her bundle  
back. It is obvious that the baby must be  
retained for a short time in order to allay Mr.  
Kershaw's suspicions, but how to placate Mrs.  
Pixton? There's the rub. Mrs. Pixton is a  
lady with a strong will, and she knows her own  
mind, so when the baby is not forthcoming she  
makes the awful threat that Pixton himself  
shall be called.

Things get more and more complicated, till  
William, becoming exasperated at his an-  
omalous position, and believing that he has  
been made the victim of vile machinations,  
gets Kershaw by himself and in plain language  
"blows the gaff." As he says, flesh and blood  
cannot stand the treatment he has received.  
The amazement of Kershaw at William's story,  
which after all is only half the truth, is indes-  
cribable. The indefatigable Mrs. Chadwick is  
still at work and she decides to get rid  
of the baby. Naturally that is the time when  
Mrs. Pixton and the great Pixton himself ap-  
pear on the scene. But the valiant Pixton is a  
very milk-and-water sort of individual and it  
is Mrs. Pixton who manages to run down Mrs.  
Chadwick and "catch" baby. Pixton modestly  
offers his card and begs the company to re-  
member that he will supply families on the  
shortest notice.

All comes right in the end, of course. Jane  
gets her £200 and goes off with the happy  
William to start a milk-walk. Shackleton is  
forgiven and gets Lucy; Kershaw is magnani-  
mous to everybody and Mrs. Chadwick is  
discomfited.

## NAVAL NOTES.

H.M. surveying vessel *Rambler* has returned  
from Manila.

The British fleet in Hongkong harbour will  
go for a short cruise on Tuesday next, and will  
not be expected back in port until about the  
4th February. Three days later the ships  
again proceed to sea and in all probability will  
steam in a southerly direction.

H.M.S. *Vengeance* leaves Hongkong on the  
7th February, and three days later parts com-  
pany with the fleet and steers for Malta under  
easy steam.

The trophy for the best shooting with heavy  
guns in the China squadron has been won by  
the *Vengeance* and was handed over a few days  
ago by the previous holders—the *Ocean*. In  
1902 such a small ship as the *Bramble* won the  
coveted shield.

The U. S. cruiser *Baltimore*, now lying in  
the foreign man-of-war anchorage, leaves for  
Manila on the 23rd instant, and after a course  
of firing and manoeuvring, is to proceed to  
Honolulu.

The American torpedo boat *Bainbridge*,  
which was recently in Hongkong, has been  
painted white as an experiment. Caving to  
the cramped quarters on these tiny vessels  
and to the fact of their consuming such  
a vast quantity of coal, the department  
has hitherto had them painted a dark green  
colour, but as the larger vessels are all  
painted white it is desired to have all the  
ships of the navy of uniform colour. Those  
serving aboard the vessels seem to favour the  
dark hue for the torpedo boats, stating, in  
explanation of their reason, that the torpedo  
boat is much harder to keep clean than the  
larger fighting craft and that the dark green  
colour is more adapted to them.

## THE CRIMINAL SESSIONS.

The January Sessions open to-morrow  
morning at ten o'clock before the Chief Justice (Sir  
Henry S. Berkeley). There are only four dis-  
tinct cases in the calendar, but they are all of  
a serious nature.

(1) Tsang Hing, indicted for defiling a girl  
under the age of twelve also with attempting  
ditch, and indecent assault.

(2) Pagani, indicted for the murder of a  
Filipino on board the s.s. *Tremont*.

(3) Wong Tsing Tsung, manslaughter.

(4) Wong Cheuk Yau and Wong Tim, con-  
spiracy and forgery.

## GENERAL STOESSSEL

## PASSING THROUGH HONGKONG.

We learn of excellent authority, that General  
Stoessel, and the majority of the officers re-  
maining in Port Arthur at the time of the sur-  
render, will pass through here on the next  
French mail *Australien* en route for St.  
Petersburg. The vessel is due early next  
week.

The *Mercury* of the 13th inst. says:—General  
Stoessel and other Russian officers are ex-  
pected at Nagasaki from Dalny, and Arakawa,  
Governor of Nagasaki-prefecture, has ordered  
the Police Station of Umeagaki to prepare  
their lodgings. General Stoessel and his staff  
will stay at the Nagasaki Hotel and other  
officers will stay at the Japan Hotel and French  
Hotel and their servants will stay at the Marine  
Association.

## CHINA AND THIBET.

## HIGH COMMISSIONER IN HONGKONG.

H. E. Tong Shiu Yi, special Imperial High  
Commissioner to Lhasa, arrived from Shan-  
hai this morning on board of the China Mer-  
chant's S. N. Co.'s steamer *Anping*. He  
landed at once, and shortly afterwards called  
upon H. E. Sir Matthew Nathan with whom  
he remained for a short time. He leaves for  
Canton this evening, per the *Anping*, and will  
stay there for about three weeks, after which  
he returns to Hongkong, and proceeds direct  
to Calcutta, where, it is reported, he will have  
a house rented for him as he expects to be  
engaged in conference with Lord Curzon  
there for a couple of months at least. It  
is stated also that it is His Excellency's  
intention to travel about India, and if nothing  
intervene in the meanwhile necessitating  
his return thence to China, he will proceed  
in the following summer to Lhasa, via Yantung  
and the Chumbi Valley. Arrived at Lhasa  
his Excellency will have his hands full, as  
his mission to Thibet has special reference  
to the reorganisation of that region. Having  
plenary powers conferred upon him by the  
Throne there is little doubt, says an exchange,  
but that with his exceptional talents and abilities  
the High Commissioner will do a good deal  
that will be beneficial to the Thibetans and so  
prevent any recurrence of those events that led  
to the recent British Indian Expedition into  
that hitherto hermit region.

## KOWLOON FIRE INQUIRY.

This afternoon Mr. Compertz held an inquiry  
at the Magistracy into the cause of the out-  
break of the fire in which four houses on Elgin  
Road, Kowloon, were gutted on the 3rd inst.  
The fire is said to have originated in No. 48,  
Elgin Road, the shop of a camphor-wood-box  
makers.

Before proceeding to take evidence, Mr.  
Gedge, of Messrs. Johnson, Stokes and Master's  
office, applied for an adjournment, on behalf  
of the London and Lancashire Fire Insurance  
Co. which is concerned in the matter, to collect  
evidence. The inquiry was adjourned for one  
week.

## A HARBOUR MYSTERY.

## EUROPEAN TAKEN FROM THE WATER.

On the arrival of the Yau-mat ferry launch  
at the Pak Kong wharf, on the Hongkong side,  
at 9 p.m. yesterday the engineer of the launch  
reported that he had taken a European from  
the water, and landed him on the wharf. He  
then told Inspector Collett, who found the man  
on the wharf with a crowd of Chinese around  
him. As the man was unconscious, he endeav-  
oured to resuscitate him by means of artificial  
respiration, but after working thus for an hour  
and a half without any result, he sent for blan-  
kets and an ambulance, and taking off the wet  
clothes wrapped the man in the blankets and  
sent him to the Government Civil Hospital.  
The body when found was still quite warm,  
though there were marks of violence about the  
face, and in the pocket of the coat was found  
a handkerchief that bore evident signs of blood  
on it. On arrival at the hospital Dr. E. A. R.  
Ling examined the body, and certifying that  
life was extinct, it was removed to the mortu-  
ary. Upon examining the clothes a card was  
found in one of the pockets bearing the name  
of "Thomas Crowther Augland Greenland." This  
card Inspector Collett sent by one of his  
detectives to the ships along the wharf, and  
then it was discovered that it was the card of  
the mate of the s.s. *Pak Kong*, running to the  
West River, and the body was subsequently  
identified as such. Nothing has so far been  
discovered to show how deceased got into the  
water.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*Gaile*) 18th inst.  
Canadian (*Empress of India*) 18th inst.  
German (*Zieten*) 19th inst.  
Indian (*Suisang*) 25th inst.  
American (*Mongolia*) 28th inst.  
Indian (*Kumsang*) 31st inst.

The s.s. *St. Fillian* arrived at Manila yester-  
day, 16th inst., on her way to this port.

The H. A. L. s.s. *Alesia* from Hamburg left  
Singapore for this port on 16th inst., p.m., and  
may be expected here on 23rd inst.

The I. C. S. N. Co.'s s.s. *Kumsang* left Cal-  
cutta for this port via the Straits on 14th inst.,  
and may be expected here on 31st inst.

The C. P. R. Co.'s s.s. *Empire of China*  
arrived at Nagasaki at 11 a.m., on 16th inst.,  
and left again at 6 a.m., Tuesday, for Kobe  
where she is due to arrive at 6 a.m., on 18th  
inst.

The P. M. S. S. Co.'s s.s. *Mongolia* with mails,  
&c., from San Francisco to the 28th ult., via  
Honolulu, has arrived at Yokohama, and leaves  
for this port via Inland Sea, Kobe, Nagasaki  
and Shanghai on 19th inst., and is due here on  
28th inst.



## TELEGRAMS.

[Reuters.]

## Russia the Powerful.

LONDON, 15th January.

The Tsar has issued an order to the Army and Navy announcing the fall of Port Arthur. He eulogizes "the glorious garrison, whose heroism Russia has witnessed with pride. Peace be to the ashes of the dead and glory to the living. Our enemy is bold and strong and the struggle at such a distance is indescribably hard, but Russia is powerful, and has undergone harder trials always emerging more powerful. While lamenting our losses we must not become distracted. With all Russia I trust the hour of victory will soon dawn and I pray God to bless the troops and the fleet to enable them to uphold the glory of Russia."

LATER.

## Strange News from Java.

The *Nouvelles* publishes a telegram from Java stating that the Japanese have established a base at Labuan, and that the cable has ceased working in order to conceal the fact.

## Trouble in the French Chamber.

A disorderly debate has taken place in the French Chamber. M. Combes vigorously repudiated a charge of sowing dissension among the Republicans by anti-clerical persecution. The Chamber passed a vote of confidence in the Ministry by 289 to 279. The Cabinet is expected to resign on account of the smallness of the majority.

## WHO SAVED SIAM?

A FRIEND OF KINGS.

An amazing story of Court intrigue of how warships were bought and sold wholesale by powers in Europe, Asia and America, was told in the course of an action for damages which was tried in London the other day. A plain old gentleman, described as an ex-correspondent of the *Times*, Mr. R. A. Thomson, sued the firm of Sir W. G. Armstrong, Whitworth & Co., of Elswick, for commission on the sale of armoured cruisers and implements of war to various States throughout the world. There was hardly a country to which Mr. Thomson had not journeyed as private agent for Elswick. According to his own story he was hand-in-glove with Lord Salisbury, he could wheedle Lord Rosebery, and he was adviser-in-chief to the Governments of Argentina, Chili, Japan, China, Siam, and half a dozen other States. When a war was impending, first news was received by Mr. Thomson, this fine old English gentleman. His expenses alone ran to the respectable sum of £2,000 a year. Although he obtained orders worth millions of pounds for armaments and vessels for Chili, China, and Japan, he had only received £5,000 in 1895 and £1,000 on account of expenses in 1894. He had received £3,695 in 1893, and £8,711 in 1895 on sales of warships to Argentina and Chili; but these sales were before the arrangement of 1892 as he complained. What a fascinating personality his must have been. It was a mere nothing for him to call on the Mikado, the King of Siam, or the ambassador of States, and in one letter he actually wrote to Elswick: "In spite of all difficulties I shall also try and show the model of a new warship."

to the Emperor of China. He was a bosom comrade of Sir Ernest Satow, our minister in China, and as for the Japanese he wrote: "I cautioned the Japanese not to make armoured plates for their own ships. I am all right in Japan." Happy man! In one letter, he said he was "really alarmed at the reckless preparations of the Argentine," so he hurried off to Paris to interview the Chilean Minister and informed that gentleman there was no time to be lost if Chili was to preserve her integrity. Mr. Thomson was first to get the news (in 1893) that France might attack Siam. He was in China at the time, hurried off to Siam to get orders for Armstrongs, and became the bosom friend of the Prince of Siam in about five minutes. Very soon his name "rang throughout Siam." He was received by the King, and his Majesty was delighted with him, "because I did not ask for honours or decorations or accept presents." There was a gentleman in this part of the world not many months ago, Commissioner Barrett of the United States of America, who spoke of his audiences with this potentate and that, but the quiet, pushing Mr. Thomson of London, who had no use for press interviews or Chambers of Commerce could have given points even to the energetic American. When things seemed peaceful for the nonce this stormy petrel remarks quaintly—"I have taken large offices in Boulevard Street where I shall receive ambassadors, ministers and attachés." He could apparently convene an international conference in something less than half an hour; there was not a country in the world, diplomatically speaking, which was not an open book to this versatile genius. The opening of this remarkable case occupied one day, and it was confidently hoped that new and startling secrets would be disclosed when Mr. Thomson entered the witness box. Alas, for human hopes. When the case was called next day counsel explained that a settlement had been arrived at and the case was withdrawn.

CAPTAIN Rost's leprosy infection treatment continues to attract attention, and a paper in the *Indian Medical Gazette*, published in Calcutta, states that out of a hundred and twenty cases in which it has been tried in Burma, fourteen have been discharged as cured and twenty have improved so much as to be considered almost cured.

## THE "TUNGCHOW" CASE.

FURTHER DEVELOPMENTS.

One of the direct results of the fall of Port Arthur was made apparent when the steamship *Tungchow*, of London, was boarded by the harbour authorities under the Military Stores Ordinance, and 250 tons of shells, ammunition, and gunpowder seized. In the latter part of last month news was received that the *Tungchow*—which formerly belonged to Messrs. Butterfield & Swire—was at Saigon loading gunpowder stores for the Russians. It was then stated that the vessel had been sold by Messrs. Butterfield & Swire to a Saigon firm, but that was evidently a mistake, for later information showed that the vessel had been disposed of to a firm in Shanghai. In any event, the vessel which was registered in London had apparently determined to run the gauntlet of the Japanese blockades and land stores at Port Arthur. It is also reported that an attempt was made to get the port of registry changed to Shanghai, which seems to confirm the report that she is or was owned in that port. The *Tungchow* left Saigon, it is alleged, about Christmas with 250 tons of shells, etc., for the North, destination unknown. At the island of Gutzlaff, which is in the vicinity of Shanghai, the master, Mr. Frederick A. Parkes, called with the object of learning how matters were going with the Russians. His surprise and dismay may be imagined when he heard that Port Arthur had capitulated, and realised that his valuable cargo of ammunition was now useless, at least so far as Port Arthur was concerned. The *Tungchow* remained at Gutzlaff until it became definitely clear that there was no hope of Port Arthur being a purchaser—at least so the allegations go—and, declining to take the risk of a flying trip through the blockade to Vladivostok, the vessel retraced her track to Saigon. The coal and water supplies gave out, however, and she was obliged to enter the harbour of Hongkong. That was, indeed, a misfortune for the vessel, because she had no manifest to produce for the inspection of the boarding officers, and on search being made it was found that the ship was carrying the large quantity of ammunition mentioned. The master was prosecuted under section 17 of the Arms Ordinance of 1900 which says:

## IN DIFFICULTIES.

"No arms or ammunition shall be imported into the Colony except at the Port of Victoria, and the master of every vessel (not being a ship of war or hired armed vessel in the service of Her Majesty or of any foreign nation) having on board as cargo arms or ammunition whether in transit or for transhipment or otherwise shall on arrival forthwith furnish to the Harbour Master a manifest of all such arms and ammunition."

## THE MASTER PROSECUTED.

After hearing the case against the master, the Court imposed the full penalty of \$250 and the ammunition was landed at Stonecutters' Island. The vessel, however, still remained under the care of the harbour authorities under the section which says: "In case any such arms, ammunition, gunpowder, stores, goods, or articles which have been so prohibited are or is exported from the Colony or are or is carried coastwise, or are or is waterborne to be so exported, etc., they or it shall vest in His Majesty and forthwith thereupon it shall be the duty of the Harbour Master of the Colony to cause all such goods and articles so hereinbefore declared forfeited to be seized, and to detain the same to the use of His Majesty."

## THE "TUNGCHOW'S" OWNERS.

The question was whether any further action should be taken against the vessel, but it has now been decided that she may proceed to Saigon and there await the Baltic Fleet. Whether or not that is meant for humour or it is difficult to say, but if the *Tungchow* does really wait for the Russian Baltic squadron she will have a long spell at the delightful French city of Saigon. However, the officers of the *Diana* and those of the *Tungchow* can fraternise and if necessary commiserate each other on Fate's curious ways. The point of the whole thing rests in this that apparently nobody owns the *Tungchow*. It might have been expected that somebody would come forward and say that they were either the owners or the agents for the owners, but not so. It reminds one of the old song which had for its refrain—"whether they wouldn't, or whether they couldn't, or whether it was because their mothers said they shouldn't—the world will never know."

At any rate the *Tungchow* is at liberty to leave Hongkong and no doubt she will turn her stern on shores which have proved so inhospitable at the earliest possible moment. There is some talk of the master or owners, whoever they may be, disputing the right of the harbour authorities to interfere with the cargo of ammunition, on the ground that the goods were not intended for Hongkong, but it remains to be seen whether any action will arise out of the matter.

Messrs. Butterfield & Swire state that they are unaware of the present owners of the *Tungchow* are, but they believed that the vessel was bought by a firm in the North, presumably in Shanghai.

## HONGKONG REGATTA.

JUNIOR FOURS.

The following are the entries for the Junior Fours, at the forthcoming Regatta:—  
(Bow), G. F. Story, A. J. V. Ribeiro, H. W. Paxton, (Str.) L. A. Musso.  
(Bow), J. Cruickshank, C. E. A. Hance, H. Johannek, (Str.) F. C. Barlow.

(Bow), J. Jordan, H. Seth, A. T. Walker, (Str.) T. E. Pearce.  
(Bow), A. J. Darby, A. V. Barros, W. M. Stewart, (Str.) S. Gidley.

Strokes will arrange with their respective crews as to boats and practice. Owing to the scarcity of strokes, it has been found impracticable to make use of the whole of the entries received.

## CAPTAIN SUE'S STEAMSHIP COMPANY.

DAMAGES \$500.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) Andrew Casey, master mariner, East Street, Kowloon, sued the Wing On Steamboat Company, Limited, for \$500 and costs, being damages for wrongful dismissal from their service.

Mr. F. X. d'Almada e Castro appeared for the plaintiff, Mr. P. W. Goldring (assistant to Mr. Hall Brutton) defended.

Mr. d'Almada, in opening the case, said the plaintiff brought the steamship *Chukong* back from Manila, some time in the month of July last year. He was on arrival appointed to the command of the vessel which it was the intention of the defendant Company to run on the West River. He took command of the ship on the 1st August, at a salary of \$300 a month. He continued in command until the 30th November when he received a letter from the defendants, stating that after the 1st of December they did not require his services. Plaintiff on receipt of this letter went and interviewed the manager, and asked him the reason of his dismissal. The manager simply turned round and said: "Well, one of the owners wants another friend of his to go Captain." The following day, however, they asked him to make another trip as certain of the papers were at Kowloon, but he refused to go saying he had been dismissed.

His Lordship: Was the employment in writing?

Mr. d'Almada: No, my Lord. It was an indefinite verbal hiring, and nothing was said as to the terms of the engagement.

Plaintiff was then called and bore out the opening statement of his Counsel. The vessel was under the British flag, and registered in Hongkong. He had received no notice previously that his services were to be dispensed with. When he interviewed the manager, he asked him, if there was anything against him, and he said "No."

In reply to the Bench, Mr. Goldring said he understood from the Harbour Master, that it was the custom to give three months' notice.

Witness, continuing, said that when he refused to take the ship another trip, he said he would only do so, on condition that they gave him three months' notice. He had never received any complaints of any description from the owners or manager regarding his conduct whether afloat or ashore. He had never been accused of drunkenness.

Cross-examined:—It was true that from the 1st to the 23rd October he signed for 228 glasses of whiskey, but these were not consumed by himself. It was treating passengers and Customs officers. This period represented nine trips, and on one occasion he had sixteen European passengers. He denied that the manager ever told him not to drink so much. What he did say was: "Don't spend so much money on drink for these Customs House officers." When he came into collision with another of the Company's boats in August last he was quite sober. It was the result of a typhoon. One night at Kowloon he struck a Chinese torpedo-boat, but did no damage. He was also quite sober. On that occasion he did not refuse to take notice of what the pilot said. He had never fouled the wharf coming into Hongkong yet.

Re-examined: In regard to the torpedo-boat incident, had he not immediately taken the care of the ship out of the pilot's hands there would have been a very serious collision.

The Manager of the defendant Company, an elderly Chinese, was then called for the defence. He said he dismissed the plaintiff because he saw things were not right. Plaintiff had several collisions, and frequently smelled of drink. In consequence of a report he received of the plaintiff's conduct at Samshui he told him he should dismiss him if he did not keep steady. He frequently received these complaints. On some occasions when the ship was about to leave, plaintiff would smell very strongly of liquor. When he spoke to him about it, he replied: "There is nothing to fear in drinking, so long as I don't get drunk." A tallyman, who had been employed on the ship all the time the plaintiff was there as skipper, said he had on occasions seen plaintiff a bit drunk and staggering.

The Chinese second engineer and the commodore were called to support the allegation that the plaintiff was addicted to drink. The last-named said he had reported to the manager, on occasions, the plaintiff's partiality for drink. When the collision with the torpedo-boat occurred the captain was a little drunk.

Mr. Goldring at this stage asked for an adjournment in order that he might call a European who was not in the Colony.

His Lordship declined to grant an adjournment and said Mr. Goldring should have subpoenaed him.

Mr. Goldring, for the defence, contended that the defendants were justified in dismissing the plaintiff on account of his drinking habits. He referred to the respectability of the Chinese witnesses, and remarked that it was unfortunate that in that Court the evidence of European witnesses was taken before that of Chinese.

His Lordship: Not with me. I see how a witness gives his evidence, and weigh that evidence by its probabilities. It makes not the least difference to me who is giving evidence.

Mr. Goldring, in conclusion, said that just one occasion of drunkenness on board was ample justification for the defendants acting in the manner they did. He denied that there was wrongful dismissal.

His Lordship, in summing up, said he did not think the defendants had justified their dismissal of the plaintiff. It was quite true that a master might dismiss his servant without giving him any reason, and might subsequently justify his action by proving a good reason, but the onus lay with him of proving as a fact that a good reason existed at the time of his dismissal. Now in this case the employment was admitted as also the sudden termination of the same, and it was alleged to have been terminated in consequence of the plaintiff's intemperate habits. It seemed to him that was not the real reason. It was inconsistent with the evidence given by the manager, for had he thought that the interests of his Company would best be served by the immediate and prompt dismissal of the Master he would never have asked him to proceed another trip in the ship, after his letter of the 30th November. There was nothing new in removing a man from a position to make room for a friend of the Company's. It had been done before, and would be done till the end of time. He would give judgment for the plaintiff for the amount claimed with costs.

## SHIPPING JETSAM.

WORK FOR THE DOCKS.

There is a probability that the Philippine Government will shortly be sending another vessel to Hongkong for alteration and refitting at the hands of the Dock Co. We understand that, owing to the steamer *Ingalls* being too small for the purpose of cable laying in the Archipelago, it has been decided to detail the *Liscum* for that purpose and also as a repair ship. The steamer recently arrived at Manila from Zamboanga, and Mr. F. T. Muma, an electrical expert who has been in charge of the operative work on the *Ingalls*, has been ordered to report on board the *Liscum*, which it is thought probable will arrive here in a few days for the purpose of undergoing several important changes in the construction of her bows which will have to be allowed before she will be suited for cable laying and repairs. The work rendered necessary includes, besides taking out her bows, the construction of backs and the rigging forward of machinery and appliances for grappling the cable in taking it up or laying it. This alteration and refitting will take from a month to six weeks to complete.

The new freighter *Minnesota* is due here shortly from San Francisco. We gave a full description of the vessel some months ago. Captain John J. Truebridge commands the *Minnesota*. The other principal officers are: Chief officer, J. F. Blaine; first officer, W. S. P. Keyes; second officer, P. C. Greening; third officer, John Duffy; chief engineer, George Allan; chief steward, Frank Weber.

The N. Y. K. S. *Tosa Maru* arrived at Nagasaki on the 10th with 1,629 Russian prisoners of war from Dalny.

At the harbour office this morning one Chinese candidate passed and two failed before the Pilot's Examination Board.

In the Japan Sea on 11th inst the Japanese cruiser *Takami* captured the British steamer *Rosalie* with 6,500 tons of coal on board, bound for Vladivostok. The *Rosalie* is a comparatively new steamer of 4,303 tons gross, belonging to Messrs. J. Cory & Sons, of Cardiff.

The *Siberia*, which arrived to-day from San Francisco, has brought one of the largest shipments of gold ever taken across the Pacific viz, \$4,500,000 U.S. currency. In addition to \$2,500,000 from San Francisco, she has brought the \$2,000,000 now coming this way on the *Hongolia*.

Amongst the passengers by the mail steamer *Roon* leaving for home to-morrow will be Captain J. Watson, formerly chief officer of the *Agincourt*. He is going to England to bring out a new salvage plant and steamer for Mr. J. Watt Jameson, the well-known wrecker and salvage engineer.

Twelve nationalities are represented in the 282 vessels which the annual statistical records of the Custom house show to have plied between Manila and foreign ports. Of these 147 were English, 51 Americans, 21 Norwegian, 10 Japanese, 6 French, 4 Spanish, and the remainder Italian, Swiss, Hollanders, Austrian and Russian.

The South Philippines Steamship Co. has been incorporated with an authorised capital of \$200,000 Philippine currency, 60,000 of which will be the first issue. It is the intention of the Company to purchase the small steamer *Borneo*, 125 tons carrying capacity, which will be used as a means of gathering the produce of the Moro province and sending it to market.

On the arrival of the China Merchants' steamer *Tai-shan*, from Shanghai, it was found that three of the Chinese passengers were suffering from smallpox. They were all promptly removed to the hospital hulk where they now remain. The vessel had on board numerous head of cattle, but these were allowed to be landed after the work of fumigation was completed.

## GERMAN MAIL S.S. "ROON."

The Imperial German Mail *Roon* from Shanghai and the North steamed into the harbour shortly after nine o'clock this morning, and proceeded to an anchorage off Stonecutters' Island, having to report a case of smallpox which had broken out on the voyage down from Shanghai. The patient is a European third class passenger, who came on board at Shanghai apparently in good health. The *Roon* carried a large number of first and second class passengers, amongst whom no little alarm was felt. However, after a strict medical examination the first and second class passengers were allowed ashore, the vessel nevertheless still remains in quarantine. She was timed to leave for Europe to-morrow, but on inquiry this afternoon at the office of Messrs Melchers and Company, the agents of the North German Lloyd, we learn that it is possible a delay may be occasioned by this unfortunate outbreak, they having received no intimation from the medical authorities as to when the steamer will be released. Later, we learnt that the mail steamer will leave at 6 p.m. to-morrow.

Amongst the passengers for Hongkong, was Major Nathan, General Manager of the Chinese Engineering and Mining Company, Limited, and brother of H. E. the Governor, Sir Matthew Nathan, R.E., K.C.M.G., to whom he is on a visit. The gallant Major, after leaving the mail, proceeded to Government House.

## THE STOWAWAYS.

The case, remanded from yesterday, of the nine Japanese women and five men, charged with stowing away on board the s.s. *Macquarie*, at Moji, and so obtaining passages to this port without paying for the same, was resumed before Mr. Gompertz at the Magistrate's court this morning. The accused expressed their willingness to pay their passages amounting to \$15 each, the Captain stating that if that were done he would not press the charge.

George Richard Wardle, chief steward of the *Macquarie*, said that none of the accused applied for tickets, nor were they on board with his knowledge or consent. When they were found he reported the matter to the Captain, St. John George, master, recalled, said that the fourteenth defendant was found in the quarter master's cabin the day after leaving Moji. She was not on board with his knowledge or authority.—The tenth defendant, acting as spokesmen, said they got on board at Moji with the consent of the chief officer and the chief steward, to whom they promised to pay 350 yen upon landing in Hongkong. The other defendants confirmed this statement.—His Worship wanted to know how, if they were on board with the cognizance of the chief officer and chief steward, they were found hidden in various parts of the ship.—They said they were all in one cabin.—Captain George here explained that, when found, the defendants threatened to implicate the chief officer and steward if they did not have their liberty on board, and so he ordered them all to be confined in one cabin.—The males were fined \$25 each or three months, the females, with the exception of the 14th defendant, were each fined \$50 or one month, the fourteenth defendant, who had started away on her own account, was fined \$25.—The quartermaster stated that the last defendant was his wife.

## AIDING AND ABETTING.

Francisco Fernandez, steward, and four Chinese cabin boys, were then charged with aiding and abetting the above defendants. The first was fined \$15, the second discharged. As regards the third, fourth, and fifth defendants, the captain and chief officer gave them good characters and asked that they might be dealt with leniently.—His Worship said it was a serious matter to try and implicate the officers of a steamer in such a case, and having regard to the penalties he had inflicted in the case of the stowaways themselves, he would fine the third and fourth \$100, and the fifth \$150.

## ROBBERS AND HARBOROOTERS.

IN THE NEW TERRITORY.

As the Chinese New Year approaches, attempted armed robberies in the New Territory are becoming somewhat frequent, but under present conditions, and with the thorough knowledge of the police of the districts and the inhabitants, they are seldom successful. The latest was brought to light by a Chinaman, named Cheung Hang, who rushed into the police station at Sheung Shui, on the 14th inst, and stated that he, with five others, was on his way to that place from Tai-po, when they were accosted by a band of five men who, producing revolvers, stopped them and proceeded to go through their goods and chattels. The informant managed to get away, and bolted to Sheung Shui, escaping unhurt, though he heard two reports from revolvers as he fled. He was unable to say what became of the other members of his party, but described the bandits, and a search-party was immediately sent out to scour the district. Up to this morning no further reports had been made by the other men, so it is surmised that they also escaped unscathed.

## COMMERCIAL.

3 p.m.

TO-DAY'S INTELLIGENCE. While there is no cash business to report, inquiry for forward shares, principally Indos and China Sugars, is unsatisfied. The market is very firm with buyers for Indos at 212 1/2 for June. Docks have strong inquiry at \$128 cash.

## DOUGLASES.

A protest, addressed to the general managers of the Douglas S.S. Co., has been completed and is being signed by quite a number of shareholders. The text furnishes plausible reasons, tersely set out, against the managers ordering a new steamer for the one sold. The arguments adduced cannot fail to enlist the sympathy of unbiased holders of scrips in the company, if they consider their own interests at all.

The *N. C. D. News* prints the following from its Hongkong correspondent:—"The shareholders in the Douglas S.S. Co., Ltd., or some of them, at any rate, are expressing great dissatisfaction with the actions of their directors. The shares, \$50 paid up, are quoted at only \$33 1/2, and returning a meagre six per cent. They have repeatedly been told that the competition of the subsidised Japanese ships makes the Formosa run unprofitable, and now, when there is talk of the Company building another boat, they do not see the use of 'throwing good money after bad.' At present the matter has gone no further than letter-writing in the Press, but a lively time is promised the directors, should they decide to meet the shareholders. In the meantime, the order for the new craft is on the way."

## CANTON LEPER RELIEF FUND.

We are requested by Rev. Dr. Andrew Beattie to acknowledge the following further contribution to the above fund:—  
H.E. the Viceroy of Canton .....\$100

## To-day's Advertisements.

## ST. GEORGE'S BALL.

A MEETING will be held at the CITY HALL, on MONDAY, the 23rd January, 1905, at 5 P.M., to consider the question of the advisability of giving a ST. GEORGE'S BALL at the end of February.  
His Honour the CHIEF JUSTICE has kindly consented to preside.  
All Englishmen taking an interest in the matter are invited to attend.  
Hongkong, 17th January, 1905. [145]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 17th January, 1905. [146]

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
TO-MORROW,  
(WEDNESDAY), the 18th January, 1905, at 11 A.M., at ARMY ORDNANCE STORES, Queen's Road East,  
The following Government Stores at the Arsenal Yard:—

PUTTIE CLOTH, OLD BRASS, GUN-METAL, COPPER, WHITE METAL, LEAD, WATER KEYS, SIX GALLON FILTERS, TWO WHEEL BARROWS, INTRENCHING TOOLS, MANGANESE BRONZE, ZINC, STEEL, CAST, WROUGHT AND GALVANISED IRON, LEATHER, BLANKETS, SERGE, TENT DUCK, TARRED AND PLAIN CANVAS, ROPE, DOORSOOTS, BUNTING, LINEN, COTTON AND WOOLLEN RAGS, TARRER OAKUM, IRON DRUMS AND CYLINDERS, WADMILFITS, PAINT KEYS, WOOD AND PACKING CASES, &c., &c., &c.

ALSO  
A Quantity of PART WORN and OLD CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.  
TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk on the fall of the hammer. All Lots to be cleared within 48 hours.

HUGHES & HUGH,  
Government Auctioneers.  
Hongkong, 17th January, 1905. [144]

## NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.  
FOR EUROPE.

THE Steamship  
"ROON,"

of the NORDEUTSCHER LLOYD, Captain Melchers, will not leave before TO-MORROW (Wednesday), the 18th instant, at 6 P.M.

NORDEUTSCHER LLOYD,  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 17th January, 1905. [143]

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship

"PUNDUA,"

Captain Thomson, will be despatched as above, on WEDNESDAY, the 25th inst., at Daylight.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 17th January, 1905. [142]

## THE DAIRY FARM CO., LIMITED.

FARMS AT PORTFOOLUHL,  
OFFICE & TOWN DEPOT:—WYNDHAM STREET,  
KOWLOON BRANCH:—47, ELGIN ROAD.

## FROZEN SHEEP KIDNEYS.

Part kidneys .....60 Cts. per doz.  
" .....\$1.50 per brace.  
" Phenants .....\$1.60  
" Pork Sausages .....50 Cts. per lb.  
" Fritz Sausages .....60 Cts. per lb.  
Australian Potatoes (just arrived) .....\$5.00 per case of 100 lbs.  
Apples (just arrived) .....20 Cts. per lb.  
Apples (Barnum and Ham) .....65 " "  
Wiltshire Bacon .....70 " "  
Yorkshire Ham .....70 " "

## OUR OWN PICKLING.

Corned Beef (Round) .....35 Cts. per lb.  
" (Brisket) .....25 " "  
" Pork (Leg & Shoulder) .....40 " "  
" .....30 " "  
H'kong, 17th January, 1905. [145]

## Intimation.



THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.  
By Appointment to

H.M. THE KING  
and  
H.R.H. the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [149]



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"IDOMENEUS"	21st January.
GLASGOW and LIVERPOOL	"TYDEUS"	24th January.
GLASGOW and LIVERPOOL	"PAKLING"	25th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.
GLASGOW and LIVERPOOL	"STENTOR"	1st February.
GLASGOW and LIVERPOOL	"PATROCLOS"	14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	27th February.
GLASGOW and LIVERPOOL	"COPACK"	27th February.

S.S. "IDOMENEUS" left Singapore on the afternoon of the 13th inst., via Saigon, and is expected to arrive here on the 21st.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"HECTOR"	19th January, noon.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	22nd January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th January, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUNAN"	18th January.
YOKOHAMA and KOBE	"TSINAN"	19th "
SHANGHAI	"TIENTSIN"	19th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "
CEBU and ILOILO	"SUNGKIANG"	24th "
MANILA	"TEAN"	24th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th January, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Jan., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th January, 1905.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 6th January, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	January 23rd, 1905.
"ARABIA"	4,483	Bahle	February 13th, "
"ARAGONIA"	5,198	Schmidt	March 3th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## TSANG FOO &amp; CO.

COAL MERCHANTS AND STEVEDORES,  
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

## NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY.

of every variety.

Hongkong, 24th November, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 tons. J. P. MARTIN, Captain.  
"KWONG TUNG" 1,238 tons. H. W. WALKER, Captain.  
Leave Hongkong for Canton at 9 every evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).  
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4  
Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"  
Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.

WENDT & Co.,  
Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"  
Captain Page, will make an EXCURSION TO MACAO, ON EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.  
The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " \$3.00, " \$5.00  
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LD.,  
S. A. NORONHA,  
Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIPPIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAZEE".....26th Jan., 1905.

"SATSUMA".....10th Feb.

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 17th January 1905.

## Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ZIETEN."

Capt. F. von Blum, due here with the outward German Mail about THURSDAY, A.M., will leave for the above places about 12.24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,  
Agents.  
Hongkong, 14th January, 1905.

## NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C. AND SEATTLE,  
WASH., VIA SHANGHAI, MOJI, KOBE  
AND YOKOHAMA.

THE Company's Steamship

"IYO MARU."

Captain S. J. G. Parsons, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 5th January, 1905.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on WEDNESDAY, the 8th February, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 14th January, 1905.

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 14th January, 1905.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

THE Steamship

"DENBIGHSHIRE."

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 12th January, 1905.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENROY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 11th January, 1905.

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 18th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 16th January, 1905.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. Britannia.  
From Calcutta, ex S.S. Borneo.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 14th January, 1905.

## S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Danube, from Havre ex s.s. Danube, and from Bordeaux ex s.s. Cambrai, Ville de Loriet and Ville de Valenciennes, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf



Aparrade, Ger. s.s. 611, Draguhn, 15th Jan.,  
 Halphong 13th Jan, Rice, J. & Co.  
 Arcadia, Ger. s.s. 3,413, Th. Fork, and Jan.,  
 Hamburg 15th Nov, Gen. — H. A. L.  
 Ascot, Br. s.s., 8,795, C. E. Cox, 26th Dec.  
 M. Jan. 17th Dec, Coal, — D. & Co., Ltd.  
 Borneo, Ger. s.s., 1,344, E. Muhl, 7th Jan.,  
 Sandakan 1st Jan, Timber and Gen.—  
 M. & Co.  
 Dunearn, Br. s.s., 2,030, J. Graham, 15th Jan.,  
 — from Cardiff, Coal.— D. & Co., Ltd.  
 Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th  
 Jan., New York 7th Aug., 1904 Petroleum  
 — B. & Co.  
 Germania, Ger. s.s., 1,714, J. Bryhn, 14th Jan.,  
 — Bangkok 7th Jan, Rice, J. & Co.  
 Hinsang, Br. s.s., 1,556, D. E. Sawyer, 14th Jan.,  
 — Moji 9th Jan, Coal, J. M. & Co.  
 Hopang, Br. s.s., 1,359, Jas. — M. Hay, 12th  
 Jan., — Samarang 30th Dec, Sugar, — J. M.  
 & Co.

Macao—Per *Wingkeai*, 20th Jan, 7.30 A.M.  
 Macao—Per *Huanghwa*, 20th Jan, 1.15 P.M.  
 Singapore—Per *Ambrha*, 20th Jan, 3 P.M.  
 Kongsong and Kumbuck—Per *Hongkong*  
 20th Jan., 5 P.M.  
 Canton—Per *Fatshan*, 20th Jan., 5 P.M.  
 Nantao—Per *Fatshan*, 20th Jan., 5 P.M.  
 Saigon—Per *Hoi Fai*, 20th Jan., 5 P.M.  
 Canton—Per *Honam*, 21st Jan., 7.30 A.M.  
 Macao—Per *Wingkeai*, 21st Jan., 7.30 A.M.  
 Canton—Per *Kinhwa*, 21st Jan., 7.30 A.M.  
 Manila—Per *Zestro*, 21st Jan, 9 A.M.  
 Mqco—Per *Huanghwa*, 21st Jan., 1.15 P.M.  
 Nantao—Per *Fatshan*, 21st Jan, 5 P.M.  
 Sanbue—Per *Hoi Fai*, 21st Jan., 5 P.M.  
 Canton—Per *Hongkong*, 21st Jan., 9 A.M.  
 Canton—Per *Kinhwa*, 21st Jan., 9 A.M.  
 Manila, Port Darwin, Thursday Island, Co-  
 towns, Cairns, Townsville, Brisbane, Sydne  
 Hobart, Launceston, New Zealand, Melbourne  
 Adelaide and Perth—Per *Taiyuan*, 23rd Jan,  
 4 P.M.

**ACCIDENTAL.**

<p>M. Bands, F.          Brown, M.          Chandler, M.          Fries, Mr.          Funb, H.          Guertin, C. N.          Keyt, Dr.          Klens, L.          Lloyd, Mr. and Mrs.          and child</p>	<p>Loias, Mr. and Mrs.          C. and daughter.          Mathis, F.          Munro, Miss A.          Nast, V.          Reichel, W.          Rober, Capt. W.          Roth, Dr.          Twyne, Mrs.          Wynnap, Capt.</p>
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**KOWLOON.**

<p>M. Heriot, R.M.L.I.          Holmes, N. M.          McNaught, M.          Mitchell, M.          Newman, Mr. and Mrs.          W. K.          Rew, C. H.          Richards, Mrs. Powell          Richards, D. S.</p>	<p>Heriot, R.M.L.I. Capt. Rowe, Mrs. W. E. and Mrs. Mackay          Stevenson, Lt.-Comdr.          Thompson, Major and Mrs.          Thompson, J. H.          Watson, Mr. and Mrs.          W. H.</p>
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\* Flagship of Vice-Admiral Bayle, Commander-in-Chief.  
† Flagship of Rear-Admiral de Pauque de Jonquières, Second-in-Command.

\* Flagship of Vice-Admiral Bayle, Commander-in-Chief.  
† Flagship of Rear-Admiral de Pauque de Jonquières, Second-in-Command.

Macao—*Per Wingcheak*, 20th Jan, 7.30 A.M.  
 Macao—*Per Heunghang*, 20th Jan, 1.15 P.M.  
 Singapore—*Per Ambrila*, 10th Jan, 3 P.M.  
 Kongsmoon and Kumschuck—*Per Hongkong*  
 20th Jan, 5 P.M.  
 Canton—*Per Fatshan*, 20th Jan, 5 P.M.  
 Namiao—*Per Taitsum*, 20th Jan, 5 P.M.  
 Sanbue—*Per Hoi Fui*, 20th Jan, 5 P.M.  
 Canton—*Per Hionan*, 21st Jan, 7.30 A.M.  
 Macao—*Per Wingcheak*, 21st Jan, 7.30 A.M.  
 Canton—*Per Kinshan*, 21st Jan, 7.30 A.M.  
 Manila—*Per Zaftro*, 21st Jan, 9 A.M.  
 Macao—*Per Heunghang*, 21st Jan, 1.15 P.M.  
 Namiao—*Per Taitsum*, 21st Jan, 5 P.M.  
 Sanbue—*Per Hoi Fui*, 21st Jan, 5 P.M.  
 Canton—*Per Kinsan*, 21st Jan, 9 A.M.  
 Canton—*Per Kinsan*, 22nd Jan, 9 A.M.  
 Manila, Port Darwin, Thursday Island, Co-  
 cota, Cairns, Townsville, Brisbane, Sydney,  
 Hobart, Launceston, New Zealand, Melbourne,  
 Adelaide and Perth—*Per Taiyuan*, 23rd Jan,  
 3 P.M.

**ACCIDENTAL.**

<p>M. Bands, F.          Brown, M.          Chandler, M.          Fries, Mr.          Funb, H.          Guertin, C. N.          Keyt, Dr.          Klens, L.          Lloyd, Mr. and Mrs.          and child</p>	<p>Loias, Mr. and Mrs.          C. and daughter.          Mathis, F.          Munro, Miss A.          Nast, V.          Reichel, W.          Rober, Capt. W.          Roth, Dr.          Twyne, Mrs.          Wynnap, Capt.</p>
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**KOWLOON.**

<p>M. Heriot, R.M.L.I.          Holmes, N. M.          McNaught, M.          Mitchell, M.          Newman, Mr. and Mrs.          W. K.          Rew, C. H.          Richards, Mrs. Powell          Richards, D. S.</p>	<p>Heriot, R.M.L.I. Capt. Rowe, Mrs. W. E. and Mrs. Mackay          Stevenson, Lt.-Comdr.          Thompson, Major and Mrs.          Thompson, J. H.          Watson, Mr. and Mrs.          W. H.</p>
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Give me a map broken down from dissipation, hard work, or worry, from any cause which has sapped his vitality. Let him follow my advice for three months and I will make him as vigorous in every respect as any man of his age.

I will not promise to make a Hercules of a man who was never intended by nature to be strong and sturdy. Even that man I can make better than he is; but the man who has been strong and has lost his strength I can make as good as he ever was. I can give back to any man what he has lost by abuse of the laws of nature.

A man who is nervous, whose brain and body are weak, who sleeps badly, awakes more tired than when he went to bed, who is easily discouraged, inclined to brood over imaginary troubles, who has lost ambition and energy to tackle hard problems, lacks the animal electricity which the Dr. McLaughlin Electric Vigour supplies.

The whole force of vitality in your body is dependent upon your animal electricity. When you lose it in any manner my Belt will replace it, and cure you.

It is a beacon light to a man who has become discouraged from useless doctoring. My Electro Vigour has a wonderful influence upon tired, weak nerves. It braces and invigorates them and stirs up a great force of energy in a man.

I make the best electrical body appliances in the world, having devoted twenty years to perfecting it. I know my trade. My cures after everything else has failed are my best arguments.

Give me a man with pains in his back, a dull ache in his muscles or joints, 'come and go' pains in his shoulders, chest and sides, Sciatica in his hip, Lumbago, Rheumatism or any ache or pain, and my Electric Vigour will pour the oil of life into his aching body and drive out every sign of pain. No pain can exist where my Electric Vigour is worn.

There is not a country in the world which has not cures by Dr. McLaughlin's Electric Belt.

How, what does this mean to you, dear reader? If you are not what you ought to be can you ask any better proof to make you try it? If there a remedy which is as simple, as easy to use, as sure to cure and as cheap as Dr. McLaughlin's Electric Vigour? I have not seen one. You must try it. In justice to yourself and to those who look to you for their future happiness, try it now. Act this minute. Such a matter ought not to be delayed.

It is as good for women as for men. Worn while you sleep, it causes no trouble. You feel the gentle, glowing heat from it constantly but no sting, no burning, as in old-style belts.

Call to-day, or send for my beautiful book, full of the things a man likes to read if he wants to be a strong man. I send it sealed, free.

**NEVER SOLD IN DRUG STORES OR BY AGENTS.**

**DR. M. A. McLAUGHLIN, 70, Queen's Road Central, Hongkong.**

**OFFICE HOURS 9 A.M. TO 4 P.M. SUNDAYS 10 TO 1.**

150-D



## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "AUSTRALIEN."

Captain H. Verron, will be despatched for  
MARSEILLES on TUESDAY, the 24th  
January, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 7th February.

S.S. POLYNESIEN... 21st February.

L. BRIDOU,

Acting Agent.

Hongkong, 10th January, 1905.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

## "COROMANDEL."

Captain G. M. Monford, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 28th  
January, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. India, 7,911 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Cale-  
donia, due in London on the 11th March, 1905.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,

Superintendent.

Hongkong, 16th January, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,600	T. W. Garlick	Ab. Jan. 19
Lyra	4,417	G. V. Williams	Feb. 9
Pleiades	3,753	F. G. Purinton	Mar. 4

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 9th January, 1905.

## NOTICE OF REMOVAL.

A FOOK & Co.,  
SHIP AND HOUSE COMPRADORES,  
have this day  
REMOVED  
TO

No. 12, POTTINGER STREET,  
(opposite their old establishment).  
Hongkong, 24th November, 1904.

## For Sale.

FOR SALE OR TO LET,  
AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with  
Dressing, Drying and Bath-room; partly  
furnished; distant thirteen minutes by chair  
from the tram; fitted with superior baths and  
with hot and cold water; large Kitchen;  
Laundry and Servants' Quarters. Can be used  
as one dwelling or divided into two.

For Particulars and Terms, apply to—  
SHEWAN, TOMES & Co.  
Hongkong, 30th December, 1904. [1398]

## FOR SALE.

INCANDESCENT  
GASOLINE

LAMPS  
OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES,

CHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for

GASOLINE AND GAS  
LAMPS,  
at the most moderate  
prices.

Lamps fixed up for  
buyers free of charge.

Naphtha of the best  
kind kept in stock.

## TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

## To Let.

## TO LET.

WILD DELL BUILDINGS, No. 147,  
WAN CHAI ROAD. Comfortable and  
Airtight of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

## TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8  
and 10 to 15, GAP ROAD, facing Race  
Course, within reach of the Electric Cars,  
thoroughly cleaned and colour-washed, in flats  
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

## TO LET.

GODOWNS Nos. 100 and 101, Praya East,  
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [1394]

## TO LET.

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsim  
Sha Tsui, Kowloon. Each with five spacious  
well-ventilated living rooms, two bath rooms,  
kitchen, garden, tennis courts, servants' quar-  
ters, water, gas, electric lights and bells.  
Moderate Rental. Possession on or about  
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

## TO LET.

No. 3, CHANCERY LANE.

5-ROOM HOUSE, immediate possession.  
Rent \$80 and Taxes.

Apply to—

SUNG YUK LEUNG,

Chinese Club.

Hongkong, 13th January, 1905. [130]

## TO LET.

GODOWN No. 3, New Praya, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

## TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

## TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [69]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN PERCENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	{Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904.....}	5 1/2 % \$710 buyers London £74
National Bank of China, Limited.	99,925	£7	£7	{	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$38 sales
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	6 1/2 % \$450 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$374,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 % \$58 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 }	Tls. 217,119	Final of 10/- making £1 for 1903	8 % Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$20,000 \$372,749 \$83,110 \$846,773 \$700,000 \$37,794 }	\$2,078,997	\$35 for 1903	5 % \$690 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$125,675 \$2,561 \$1,720,288 }	\$486,284	\$12 for 1902	8 % \$150 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$125,675 \$2,561 \$1,720,288 }	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 % \$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$125,675 \$2,561 \$1,720,288 }	\$371,110	\$22 1/2 for 1902	6 1/2 % \$340 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited.	30,000	\$25	\$25	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. \$63,123	\$5 for 1900.....	6 % \$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	{	Nil.	\$3 for year ended 30.6.1903	10 1/2 % \$33 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 % \$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$205,000 \$100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 % \$124 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ none }	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 % Tls. 50 sales Tls. 48 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{		Interim of 1/- (Coupon No. 5) for 1904 \$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts. }	4 % 25/- \$38 \$29
"Shell" Transport and Trading Company, Limited.	2,000,000	£1	£1	{ \$400,000 \$60,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 }	£19,555		5 1/2 % \$145 sellers
"Star" Ferry Company, Limited.	10,000	\$10	\$5	{ \$400,000 \$21,075 \$18,000 \$130,153 }	\$1,287	\$5 for 2nd & 4-year making \$13 for 1903	9 % \$145 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 98,000 Tls. 201,614 }	\$33,648	Interim of Tls. 14 for 1904	10 % Tls. 30 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{	Tls. 865	Interim of \$5 for 1904	...
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none }	Dr. \$147,717	Interim of \$5 for 1904	...
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	Dr. \$73,905	\$3 for 1897	4 1/2 % \$20 buyers Tls. 60 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 1,635	Tls. 24 for year ending 30.9.04	4 1/2 % Tls. 74 buyers G \$18 1/2
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$40,000 G \$10 £18/10 £1 }	£7,820 G \$672,093 Dr. £4,029	No. 3 of 1/6 50 cents making G. \$1 for 1904	6 % \$34 buyers
Orion Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ none }		No. 12 of 1/- = 48 cents	...
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	Dr. £4,029		...
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	8 % \$45 sellers
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$50,000 \$20,000 }	\$10,517	\$3.75 for 1903 Interim of \$2 1/2 for 1904	4 1/2 % \$104 1/2 old buyers \$102 new buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	{ \$50,000 \$25,000 \$25,000 }	\$38,015	First year \$6 dividend and \$2 bonus for first half- year 1904	7 1/2 % \$218
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$50,000 \$25,000 \$25,000 }	\$505,471	\$10 div. & \$5 bonus for year end. 30/6/04 \$14 for 1903 \$10 div. & \$2 1/2 bonus for 1903 \$7 dividend	7 1/2 % \$203 buyers \$27 sellers \$190 sellers \$11 1/2
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$60,000 \$55,500 }	\$489	\$14 for 1903	4 1/2 % Tls. 152 1/2 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$60,000 \$55,500 }	\$489	\$14 for 1903	4 1/2 % Tls. 152 1/2 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$150,000 }	\$40,935	\$7 dividend	8 % Tls. 128 sales
Do. (Preference)	2,750	Tls. 100	Tls. 100	{ Tls. 900,000 }	Tls. 48,515	\$5 for first half-year 1904	3 1/2 % \$350 sales Tls. 187 1/2 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 487,210 }	Tls. 22,895	Interim of Tls. 4 for 1904	3 1/2 % \$350 sales Tls. 187 1/2 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 }	Tls. 22,895	Interim of Tls. 4 for 1904	3 1/2 % \$350 sales Tls. 187 1/2 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 Tls. 6,000 }	\$43,732	\$5 for first half-year 1904	9 1/2 % \$27 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 6,000 }	Tls. 1,780	Tls. 18 for 1903	9 1/2 % \$27 sales
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none }	\$9,989	\$4 for year ended 30.6.1904	6 % Tls. 148 sellers Tls. 55
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000 }	Tls. 655	Interim of Tls. 4	...
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	{ Tls. 41,000 }	Tls. 655	Interim of Tls. 2	7 1/2 % \$142 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$11,824 \$20,000 \$50,000 \$13,986 \$200,607 \$58,000 }	\$11,668	\$5 for first half-year 1904	8 % \$146 sellers Tls. 19 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$100,000 \$11,824 \$20,000 \$50,000 \$13,986 \$200,607 \$58,000 }	\$11,668	Interim of \$6 for 1904	4 1/2 % \$124 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 13,986 \$200,607 \$58,000 }	\$9,177	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 % \$38 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 \$58,000 }	\$9,177	90 cents for 1903	6 1/2 % Tls. 117 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ Tls. 800,000 Tls. 150,000 Tls. 17,144 }	\$636	\$2.60 for 1903	7 % Tls. 117 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 Tls. 150,000 Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 % Tls. 44 buyers Tls. 120 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none }	Dr. Tls. 2,132 Tls.	Interim of Tls. 3 1/2 for 1904	7 % Tls. 120 buyers
Tientsin Land Investment Company, Limited	7,725	Tls. 100	Tls. 100	{ Tls. 54,626 }	Tls. 325	Interim of Tls. 3 for 1904	5 % Tls. 12 buyers \$59 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none }	• Tls. 5,150 \$1,362	None	4 1/2 % Tls. 25 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,362	Interim of \$1 1/2 for 1904	4 1/2 % \$13 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	3 1/2 % Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	225,000	\$10	\$10	{ none }	\$22,862	50 cents for the year ending 31/7/04	...
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227 }	Tls. 13,659	Interim of 3 % a/c 1898	...
Lacu-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,658 }	Tls. 26,389	4 % for 1897	...
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	{ \$779 }	nil	\$125 for year ending 30.6.1900	...
Philippine Company, Limited	67,500	\$10	\$10	{		First year	9 % Tls. 65 1/2 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 \$250,000 \$25,000 }	Tls. 1,091	Interim of Tls. 3	8 % \$124 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ \$250,000 \$25,000 \$25,000 }	\$2,883	Interim of 50 cents for 1904	5 1/2 % \$5
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ none }	£161	6d. per share for 1903	7 1/2 % \$20
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$5,500 }	\$506	\$3 for 1903	11 1/2 % \$22 sellers
Central Stores, Limited	6,000	\$15	\$12	{ \$20,000 }	\$1,253	Interim of \$1.20 for 1904	58 % \$100
Do. (Founders)	123			{		None	4 1/2 % \$8 sellers
Do. (New Issue)	24,000	\$15	\$12	{		First year	4 1/2 % \$13 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil.	60 cents for 1903	8 % Tls. 75 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 25,000 }	Tls. 1,942	Tls. 6 for 1903	...
China Light and Power Company, Limited	30,000	\$10	\$10	{ none }	\$3,739	80 cents for 1903	58 % \$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$55,000 }	\$1,171	\$14 for year ending 31.7.1903	...
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{		\$14 for year ending 31.7.1903	7 1/2 % \$100
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	{ none }	Dr. Tls. 153,318	\$15 div. and \$2 1/2 bonus for 1903	5 1/2 % \$29 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	{ \$121,500 }	\$2,760	\$5 div. for 1903	14 % \$25 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$310,000 \$31,115 \$186,000 }	\$34,115 \$13,104	Interim of \$1	7 1/2 % \$160 buyers
Hall & Holtz, Limited	21,000	\$20	\$10	{ £23,109 £3,000 }	£7,625	£1 div. and 2/- bonus for 1903	6 1/2 % \$15 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{		{ \$1.00 50 cents } for year ending 30.4.1904	5 1/2 % \$9 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none }	\$1,747	{ \$1.00 50 cents } for year ending 30.11.1904	5 1/2 % \$265 sellers
Hongkong High-Level Tramways Company, Ltd.	1,750	\$100	\$100	{ \$50,000 }	\$2,795	\$15 for year ending 30.11.1904	6 1/2 % \$255
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$35,000 }	\$5,844	Interim of \$4 for 1904	6 1/2 % \$15 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$50,000 }	\$3,395	\$10 for 1903	6 1/2 % \$20 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500 }	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	9 1/2 % \$135 buyers
Katz Brothers, Limited	10,000	\$100	\$100	{ \$375,000 }	\$21,582	\$13 for 1903	8 1/2 % \$140 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none }		Interim of \$5	13 % Tls. 265 sales
Maatschappij tot Mijl. Bosch en Landbouwe- xploitatie in Langkat.	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 Tls. 11,143 }	Tls. 27,187	making in all Tls. 35 for 1904	7 1/2 % \$27 buyers
Maynard and Company, Limited	3,400	\$10	\$10	{ none }	\$803	\$2 for year ended 31.10.1903	9 % \$35 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	{ \$1,000 }	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 % \$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 100,000 Tls. 108,172 }	Dr. \$5,537	Interim of Tls. 3 1/2 for 1904	8 % Tls. 105 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 108,172 Tls. 45,000 Tls. 35,227 }	Tls. 7,548	Tls. 5 for 1903	5 1/2 % Tls. 90 sellers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 35,227 }	Tls. 3,288	Interim of Tls. 6 for 1904	6 1/2 % Tls. 105
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 40,000 Tls. 110,000 Tls. 140,000 \$6,000 }	Tls. 7,359	Interim of 15/- for 1904	6 % Tls. 400 buyers
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	{ Tls. 40,000 Tls. 110,000 Tls. 140,000 \$6,000 }	\$800	\$5 for year ended 31.7.1903	...
Singapore Dispensary, Limited	6,000	\$25	\$25	{ none }	Dr. \$39,020	None	8 1/2 % \$7
Souk China Morning Post, Limited	5,000	\$5	\$5	{ none }	\$3,644	60 cents for year ended 31.5.04	...
Steam Laundry Company, Limited	10,000	\$5	\$5	{		First year	9 1/2 % \$4 sales
Straits Ice Company, Limited	2,000	\$100	\$100	{		\$4 for second half year 1903 \$1 div. and 25 cents bonus for half-year	6 1/2 % \$39 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	{ \$50,000 }	\$3,403	ended 30.3.1904	...
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none }	Tls. 413	Tls. 2 for half-year	6 1/2 % T.Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,459 }	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	9 1/2 % T.Tls. 130
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$20,000 }	\$480	90 cents for year ending 31.5.1904	16 1/2 % \$91 buyers
Do. (Founders)	100	\$10	\$10	{		\$39.70	...
Watkins, Limited	10,000	\$10	\$10	{ \$3,000 }	\$1,042	\$1 for 1903	9 1/2 % \$124 buyers